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CALIFORNIA
TRANSPORTATION COMMISSION**CTC LIAISON**
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CALIFORNIA TRANSPORTATION COMMISSION
Amendment of 1998 State Transportation Improvement Program Augmentation

Addendum #1 to Resolution No. G-99-07
Which Amended Resolutions G-98-08 and G-98-19

- 1.1A1 WHEREAS the Revised 1998 STIP Fund Estimate (Resolution No. G-99-03) showed a total available programming capacity of \$1.596 billion (including carryover capacity from the original 1998 Fund Estimate) for the 1998 STIP Augmentation, including \$1.341 billion for the various regional transportation improvement programs (RTIPs) and \$255 million for the interregional transportation improvement program (ITIP), and
- 1.2A1 WHEREAS the Commission received and reviewed the Augmentation RTIPs submitted by regional agencies on or about February 1, 1999, as well as various amendments and corrections submitted subsequently, and
- 1.3A1 WHEREAS the Commission subsequently adopted the 1998 STIP Augmentation at the Commission's March 29-30, 1999 meeting with Resolution # G-99-07, encompassing all RTIP proposals received by February 1999, and
- 1.4A1 WHEREAS the RTIPs for Alameda, Butte, Contra Costa, Inyo, Lassen, Los Angeles, Nevada, Placer, Plumas, San Joaquin, Shasta, and Solano counties identified reserves or specific proposals for joint regional and interregional funding for 14 projects, which the Commission placed in reserve pending receipt of the ITIP for complementary funding, and
- 1.5A1 WHEREAS Caltrans and the Business, Transportation & Housing Agency submitted the Augmentation ITIP, proposing \$353 million of programming (plus \$20 million for two projects already allocated) which would require an advance of an estimated \$106 million against future interregional shares after using the interregional share from the 1998 STIP Augmentation, to the Commission on June 14, 1998, and gave notice for action on the Commission's July agenda and circulated the ITIP proposal widely at that time, and
- 1.6A1 WHEREAS the Commission has intended to add the Augmented ITIP, when ready, into the Augmented 1998 STIP by STIP amendment, and
- 1.7A1 WHEREAS the STIP Guidelines specify that the Commission may program projects in later fiscal years than proposed in an RTIP or the ITIP if it finds it necessary to do so to better match yearly program levels to available programming capacity, and
- 1.8A1 WHEREAS regions proposed to reserve all or nearly all of the county shares in 11 counties and a portion of the county shares in 36 other counties for future programming, and the Commission expects to receive by December 1999 further RTIP proposals to program all or a portion of these funds currently reserved,

- 2.1A1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts this Addendum #1 to the 1998 State Transportation Improvement Program (STIP) Augmentation to add proposals from Caltrans' ITIP, as shown on the attached memo and chart, and
- 2.2A1 BE IT FURTHER RESOLVED that joint regional and interregional projects are also now added to the 1998 STIP Augmentation in all those cases where proposed ITIP funding combined as necessary with regional funding previously proposed and now held in reserve completes funding for project components to be programmed, and the county share amounts for any joint project proposals for which the ITIP did not provide a complementing share are retained as reserves available for further programming by that region, and
- 2.3A1 BE IT FURTHER RESOLVED that the Commission expresses its support for the concept of the Alameda Corridor East (AC-E) project, and adds into the STIP \$39 million from the ITIP Augmentation for improvements within the AC-E corridor; allocation of these funds is contingent on the following:
- the authority responsible for the AC-E project must conduct a workshop with the Commission and Business Transportation & Housing Agency to discuss fully the scope, benefits, full funding requirements, and implementation schedule proposed for the corridor improvements, and
 - the authority responsible for the AC-E project must develop and execute a Memorandum of Understanding with the Commission to detail how the STIP funds will be used within the context of the larger corridor project, and
- 2.4A1 BE IT FURTHER RESOLVED that the Commission approves an advance of about \$106 million to the interregional share, to be repaid from future interregional shares, to program projects specified in the Augmentation ITIP, and
- 2.5A1 BE IT FURTHER RESOLVED that this Addendum #1 is implemented via STIP Amendment #98S-40, adopted concurrently, and, except for changes in existing STIP project funding or schedule noted in the ITIP or this resolution, all projects in the 1998 STIP prior to the adoption of this addendum remain in the 1998 STIP as currently programmed, and
- 2.6A1 BE IT FURTHER RESOLVED that the Commission does not need to respread either existing STIP projects or new ITIP projects by fiscal year, since sufficient funding capacity has been identified in the Revised 1998 STIP Fund Estimate to cover proposed project schedules year by year, and
- 2.7A1 BE IT FURTHER RESOLVED that Commission staff, in consultation with Caltrans and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in this addendum, to reflect the most current information or clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for formal approval by September 29, 1999, and
- 2.8A1 BE IT FURTHER RESOLVED that the Commission states its intent to consider any further Augmentation RTIP proposals using this same process of STIP Amendment and concurrent Addendum to Resolution # G-99-07, through the remainder of calendar year 1999, and any proposals received later are to be included in the adoption of the 2000 STIP.

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 1998 State Transportation Improvement Program Augmentation

Resolution No. G-99-07
Amending Resolutions G-98-08 and G-98-19

- 1.1 WHEREAS Chapter 622 of the Statutes of 1997 (SB 45, Kopp) made major changes in the State's transportation programming process, including reducing the period of the biennial State Transportation Improvement Program (STIP) from seven years to four years and calling for a six-year transitional 1998 STIP, and
- 1.2 WHEREAS Government Code Section 14529.15, as added by SB 45, includes a statement of Legislative intent that the 1998 STIP conform with the requirements of SB 45 to the maximum degree feasible, taking into account the limited time allowed between enactment of the bill and adoption of the 1998 STIP, and
- 1.3 WHEREAS Streets and Highways Code Section 182.5, as added by SB 45, requires the Commission to adopt interim guidelines and procedures relative to fund estimates and project selection for the 1998 STIP, and
- 1.4 WHEREAS the Commission adopted the 1998 STIP Guidelines and the 1998 STIP Fund Estimate on January 15, 1998 (Resolutions No. G-98-01 and G-98-02) and, in accordance with those guidelines and consistent with that Fund Estimate, adopted the 1998 STIP on June 3, 1998 (Resolution No. G-98-08, with technical adjustments approved in G-98-19), and
- 1.5 WHEREAS on June 9, 1998, the President of the United States signed the Federal Transportation Equity Act for the 21st Century (TEA-21), which increased Federal transportation authorizations far more than had been anticipated in the adopted 1998 STIP Fund Estimate, and
- 1.6 WHEREAS the Commission, at its August 19-20, 1998 meeting, decided to pursue an amendment to the 1998 STIP, by way of a revised 1998 STIP Fund Estimate and a special 1998 STIP Augmentation programming cycle, in order to program the new TEA-21 funds immediately rather than wait for the 2000 STIP, and
- 1.7 WHEREAS the Legislature approved and the Governor vetoed SB 1477 (1998), which would have appropriated \$300 million from the State Highway Account for allocation to

- cities and counties for street and highway construction and to repair storm repair damage resulting from El Niño, and
- 1.8 WHEREAS the Governor, in his SB 1477 veto message, directed Caltrans to work with the Commission and regional agencies "to immediately initiate efforts to amend the 1998 State Transportation Improvement Program to program unanticipated federal transportation funds, mindful of storm-related needs," and
 - 1.9 WHEREAS the Commission, at its September 21-22, 1998 meeting, agreed to a schedule for the special programming cycle, leading to the adoption of the 1998 STIP Augmentation at the Commission's March 29-30, 1999 meeting, and further agreed that a revised Fund Estimate should review all key Fund Estimate assumptions and not only Federal funding, and
 - 1.10 WHEREAS the Commission took action at its October 27-28, 1998 meeting to approve a new framework for the Transportation Enhancement Activities (TEA) program, thus removing Federal TEA funds from the STIP and distributing them through a separate local assistance program, through the Caltrans State Highway Operations and Protection Program (SHOPP), and through the Environmental Enhancement and Mitigation program administered by the Resources Agency in cooperation with the Commission, including a new Conservation Lands program element, and
 - 1.11 WHEREAS the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner, and
 - 1.12 WHEREAS the statutes, as revised by SB 45, make 75% of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be selected by each regional agency in its regional transportation improvement program (RTIP), and
 - 1.13 WHEREAS the statutes make the remaining 25% of all new STIP funds available for the interregional improvement program, with projects to be nominated by Caltrans in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
 - 1.14 WHEREAS the Commission, at the request of the Secretary of the Business, Transportation and Housing Agency, has agreed to delay the consideration of any proposals for the interregional program, including joint funding proposals, while continuing on schedule with the 1998 STIP Augmentation for the regional program, and
 - 1.15 WHEREAS all STIP project costs, including Caltrans support costs, are now programmed from county shares or the interregional share, and share balances are adjusted for actual Caltrans right-of-way and project development costs when, and only when, they differ from programmed costs by more than specified threshold percentages, and
 - 1.16 WHEREAS the Commission adopted the Revised 1998 STIP Fund Estimate and the Revised 1998 STIP Guidelines on January 15, 1999, to be applicable to the 1998 STIP Augmentation (Resolutions No. G-99-01 and G-99-03), and

- 1.17 WHEREAS the Revised 1998 STIP Fund Estimate identified total available programming capacity of \$1.596 billion (including carryover capacity from the original 1998 Fund Estimate), including \$1.341 billion for the regional improvement program and \$255 million for the interregional improvement program, and
- 1.18 WHEREAS the Commission has received and reviewed the Augmentation RTIPs submitted by regional agencies on or about February 1, 1999, as well as various amendments and corrections submitted subsequently, and
- 1.19 WHEREAS the Commission held a public hearing on February 17, 1999 for the purpose of reconciling any objections by any city, county, regional agency, or Caltrans to any RTIP proposal, and has considered the testimony heard at those hearings along with further written and oral comments, and
- 1.20 WHEREAS the Commission Staff Recommendations were published and made available to Commissioners, Caltrans, regional transportation agencies, and county transportation commissions on March 9, 1999, and
- 1.21 WHEREAS the statutes and the Guidelines permit regions to reserve all or a portion of their county shares for programming in a future STIP and permit regions with a population under 1 million to request an advance of a future county share, and
- 1.22 WHEREAS the Commission is required to incorporate into the STIP all RTIP projects to be funded with regional improvement funds, unless the Commission finds that the RTIP is not consistent with the Commission's STIP Guidelines or is not a cost effective expenditure of State funds, in which case the Commission may reject the RTIP in its entirety, and
- 1.23 WHEREAS the Commission may not reject an RTIP unless it provides notice to the regional agency within 60 days after the RTIP is received, and that period has not yet expired, and
- 1.24 WHEREAS the RTIPs for Alameda, Butte, Contra Costa, Inyo, Los Angeles, Nevada, Placer, Plumas, Shasta, and Solano counties have identified reserves or specific proposals for joint regional and interregional funding, and
- 1.25 WHEREAS the RTIPs for Humboldt, Mendocino, and Tuolumne counties include rail projects that do not qualify for State Highway Account funds because they are neither transit projects, within the meaning of Federal law, nor public mass transit guideways, as that term is used in the California Constitution and in statute, and
- 1.26 WHEREAS the Fund Estimate found that Public Transportation Account funds, which are not as restricted as State Highway Account funds, are not available for programming in the 1998 STIP or in this STIP Augmentation, and
- 1.27 WHEREAS the San Bernardino Association of Governments (SANBAG) RTIP proposes to use Federal demonstration funds from California and Nevada and local funds from Nevada to supplant STIP regional and interregional funds and local RSTP funds for the Route 15 project between Victorville and Barstow, and

- 1.28 WHEREAS the Commission's policy on using Federal demonstration funds to supplant STIP and local funds generally calls for the proportionate sharing of benefits between the STIP regional and interregional programs and local funds, with exceptions to be agreed upon on a case-by-case basis, and
- 1.29 WHEREAS the complexity of the SANBAG proposal has led to differing assumptions about how to apply the Commission's policy to the Route 15 project, and
- 1.30 WHEREAS the Commission's STIP Guidelines and ancillary policies define eligible STIP improvement projects on local road and transit systems to include rehabilitation work (including the repair of 1997-98 storm damage identified in an inventory submitted to the Commission) and to exclude maintenance work, with projects to be held to the same standard applied to the use of regionally-programmed Federal funds (RSTP), and
- 1.31 WHEREAS the Commission and its staff have not had sufficient time and information to verify the eligibility of each of the many rehabilitation projects included in the RTIPs submitted, and
- 1.32 WHEREAS the Council of San Benito County Governments has included in its RTIP a project to reimburse the County of San Benito for local funding that the County has already committed, encumbered, and expended for storm repair work, and
- 1.33 WHEREAS it is the Commission's policy, expressed in Section 19 of the STIP Guidelines and elsewhere, not to allocate STIP funds to replace local funding that has already been expended or encumbered under contract, and
- 1.34 WHEREAS the STIP Guidelines specify that the Commission may program projects in later fiscal years than proposed in the RTIP if it finds it necessary to do so to better match yearly program levels to available programming capacity, and
- 1.35 WHEREAS respreading proposed projects across fiscal years is not necessary because the total amount proposed in the RTIP augmentations is about \$600 million, including about \$60 million in short term reserves, which is less than the \$782 million identified in the Revised Fund Estimate as available programming capacity for first two years of the STIP (fiscal years 1998-99 and 1999-2000), and
- 1.36 WHEREAS the Commission has established a 1998 STIP Augmentation target of at least \$300 million for local rehabilitation projects program-wide, and
- 1.37 WHEREAS Caltrans has identified about \$700 million in State-only programming capacity and the Commission has targeted up to \$300 million of that capacity for local rehabilitation projects, and
- 1.38 WHEREAS the total of local road rehabilitation project proposals received to date is a little over \$200 million,
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 1998 State Transportation Improvement Program (STIP) Augmentation to include the program described in the Staff Recommendations, including Attachments A, B, and C to this resolution, and

- 2.2 BE IT FURTHER RESOLVED that this Augmentation is an amendment of the 1998 STIP and, except as otherwise noted in the Staff Recommendations or this resolution, all projects in the 1998 STIP prior to the adoption of this resolution remain in the 1998 STIP, and
- 2.3 BE IT FURTHER RESOLVED that all county share amounts that regions have identified as reserved or programmed for joint regional and interregional projects are reserved in the county share for future programming to specific projects, subject to approval by the regional agencies, and
- 2.4 BE IT FURTHER RESOLVED that the Commission approves the following county share advances:
- Fresno County, \$30.375 million to advance the West Phase I and Hughes/West Diagonal project on and near Route 180 west of Route 99,
 - Glenn County, \$1.003 million to advance the construction of the project on County Road P at Stony Creek,
 - Kern County, \$1.099 million to advance the project to repair storm damage and reconstruct Wheeler Ridge Road, and
- 2.5 BE IT FURTHER RESOLVED that the Commission defers, without prejudice, consideration of the county share advance requested by the Placer County Transportation Planning Agency for right-of-way on the Lincoln Bypass, which is a joint regional and interregional project, and
- 2.6 BE IT FURTHER RESOLVED that all amounts identified by Humboldt, Mendocino, and Tuolumne counties for rehabilitation work by the North Coast Railroad Authority, the California Western Railroad, and the Sierra Railroad are held in reserve in the respective county shares until Public Transportation Account funding becomes available for the STIP or until the funding is reprogrammed to other purposes, subject to approval by the regional agencies, and
- 2.7 BE IT FURTHER RESOLVED that the STIP does not include the project proposed by the Council of San Benito County Governments (COSBCG) to reimburse the County for past expenditures and encumbrances, and the amount identified in the RTIP for that purpose is held in reserve in the county share until it is reprogrammed to other purposes, subject to approval by the COSBCG, and
- 2.8 BE IT FURTHER RESOLVED that, in San Bernardino County, the programming of the Route 15 project to add a northbound lane between Victorville and Barstow is held in suspense pending agreement between the San Bernardino County Association of Governments, Caltrans, and the Commission on cost sharing between Federal demonstration funds, local funds, STIP county share, and the STIP interregional program, and
- 2.9 BE IT FURTHER RESOLVED that each of the local road rehabilitation projects included in the augmentation RTIPs is programmed in the STIP subject to verification at the time

of allocation by Caltrans or the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and

- 2.10 BE IT FURTHER RESOLVED that it is the Commission's policy that State-only funding be provided for (a) all projects meeting the criteria specified in the Caltrans State-only funding policy presented to the Commission in December 1998, which generally includes local projects under \$750,000, (b) all local road rehabilitation projects identified in this Augmentation, regardless of cost, and (c) any additional local road rehabilitation projects that may later be amended into the 1998 STIP, up to a statewide program level of \$300 million for local road rehabilitation, and
- 2.11 BE IT FURTHER RESOLVED that the Commission affirms its policy that other projects identified in the Staff Recommendations or this resolution for State-only funding be given priority for that funding at the time of allocation, and
- 2.12 BE IT FURTHER RESOLVED that the identification of any project for State-only funding in either the RTIP or in the CTC Staff Recommendations is not a commitment that State-only funds will be available to allocate to the project, and
- 2.13 BE IT FURTHER RESOLVED that the Commission is not respreading RTIP proposals by fiscal year, and
- 2.14 BE IT FURTHER RESOLVED that Commission staff, in consultation with Caltrans and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 1998 STIP Augmentation in order to reflect the most current information or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for formal approval by June 8, 1999.

Attachment A

**1998 STIP AUGMENTATION STAFF RECOMMENDATIONS
ERRATA**

Main text:

- Page 10. The 3rd bullet in the list of new county share advances should read: Glenn County proposes an advance of \$1,003,000 for a project to reconstruct Route 162 (Woods Street) in the City of Willows construction on County Road P at Stony Creek (an HBRR match project). The current county share would cover ~~\$389,000~~ \$483,000.
- Page 13. The 2nd bullet in the list of new county shares advances should read: In Glenn County, \$1,003,000 as requested to advance the project to reconstruct Route 162 (Woods Street) in the City of Willows construction on County Road P at Stony Creek (an HBRR match project).

RTIP Summaries (all costs in \$1,000's):

- Alameda. Delete the shift from construction to R/W indicated for the Fruitvale BART parking structure. This shift is already in the STIP.
- Amador. Add as a 2nd note, "RTIP identifies \$475 of the unprogrammed balance as a reserve for the 2000 STIP and the remaining \$3,233 as a long term reserve (2002 STIP)."
- El Dorado. Move \$97 for planning, programming, and monitoring from FY 01 to FY 00.
- Fresno. Add as a 2nd note, "RTIP designates Hughes/West Diagonal portion (\$7,100) for State-only funding (prior CEQA clearance)."
- Kings. Correction of fiscal year for 3 Lemoore projects: #16 in FY 00, #17 in FY 01 and #18 in FY 00.
- Merced. For the Campus Parkway project, State-only funding is requested to match Federal demonstration funds.
- Mono. For the Benton Crossing Rd project, \$3 for R/W listed in FY 02 should be in FY 01.
- San Benito. Construction of the Route 25 urban arterial project is moved from FY 99 to FY 01.
- San Bernardino. For the Route 15 project adding a northbound lane, Victorville-Barstow, the table should indicate a decrease of STIP funding of \$16,232 rather than \$17,411. The note at the bottom of the table is correct.
- Shasta. The project descriptions for two existing City of Redding projects, the Cypress Avenue Bridge and the Cypress Avenue Sacramento River Bridge approaches, are reversed. The project listing should also include a Shasta County project for improvements to Happy Valley Road, environmental only, for \$56 in FY 00.
- Tulare. Visalia, rather than Tulare County, is the implementing agency for the traffic signal rehab (\$437) and pavement rehab (\$342) projects.

Attachment B

**1998 STIP AUGMENTATION STAFF RECOMMENDATIONS
LATE RTIP CHANGES AND CLARIFICATIONS**

(All costs listed in \$1,000's)

- Alameda. Change agency responsible for Fruitvale BART parking structure from Oakland to BART. For the Alameda CMA San Pablo Av traffic study for bus improvements, program the \$350 being shifted to FY 00 as a separate project, acquisition of bus signal preemption equipment. For the 2 Port of Oakland projects on Embarcadero, shift the full amounts programmed (\$730 and \$707) to construction.
- Colusa. Delete 2 projects and designate funding of \$933 as a short term reserve for FY 00. The deleted projects are the City of Colusa project for traffic signals at Bridge and Sioc and the County of Colusa Route 20 canal levee project.
- Marin. Reduce the Belvedere San Rafael Avenue project from \$50 to \$49 and reduce the San Rafael Oakwood Drive project from \$154 to \$150.
- Modoc. Delete the existing County project for road illumination; increase construction on the new County Road 91 rehabilitation project from \$2,094 to \$2,142.
- Mono. Increase TEA match project from \$76 to \$78. Decrease Meridian Blvd rehab project, from \$150 to \$138 for PS&E and from \$2,754 to \$2,529 for construction. For South Landing Rd project, change \$200 for R/W from FY 02 to FY 01.
- San Benito. RTIP requests an exception to the STIP Guidelines to program \$1,620 in FY 99 for the County of San Benito for reimbursement of local funding already committed, encumbered, and expended for specified storm repair work.
- San Bernardino. For the Route 15 project at the Main Street interchange (Hesperia), add \$713 for construction; this project is also funded with \$6,787 from Federal demo funds for construction.
- Santa Clara. Delete the 2 Caltrain JPB projects (Santa Clara portion), with the funding to be reserved for the 2000 STIP. This project will be amended into the STIP later with San Mateo and San Francisco funding.
- Shasta. For the Cypress Relief, Phase C project, move PS&E, right-of-way, and construction components out one year and increase amounts to from \$72 to \$74 for PS&E, \$70 to \$72 for right-of-way, and \$1,324 to \$1,353 for construction.
- Siskiyou. Reduce planning, programming, and monitoring from \$120 to \$60, still in FY 99.
- Tahoe RPA. Change Fanny Bridge project to short term reserve; PSR not approved.

Attachment C
1998 STIP AUGMENTATION STAFF RECOMMENDATIONS
ADDENDUM TO SUMMARY OF RTIP AMENDMENT PROPOSALS
(\$1,000's)

County	Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year						Project Totals by Component					
						FY 99	FY 00	FY 01	FY 02	FY 03	FY 04	R/W	Const	E & P	PS&E	R/W Eng	Con Eng
Alameda	Caltrans	238	96A	Reconstruct, widen, Rt 580-RT 880	-36,054	-1,945	0	-2,414	-1,612	0	-30,083	-1,335	-27,578	-1,945	-2,414	-277	-2,505
Alameda	Caltrans	238	96A	Reconstruct, widen, Rt 580-RT 880	36,054	6,344	0	0	502	0	29,208	502	29,208	1,704	4,640	0	0
Alameda	BART	loc	2038	Alameda transit center (96 STIP deletion)	-400	-400	0	0	0	0	0	0	-400	0	0	0	0
Alameda	AC Transit	loc	2038B	Eastmont transit center	400	400	0	0	0	0	0	0	400	0	0	0	0
Contra Costa	Caltrans	4	172F	Rt 4 West "Gap Closure" Phase I, Seg 2	-25,167	-15,140	-10,027	0	0	0	0	-15,140	-8,719	0	0	0	-1,308
Contra Costa	Caltrans	4	172F	Rt 4 West "Gap Closure" Phase I, Seg 1	8,500	0	8,500	0	0	0	0	0	7,400	0	0	0	1,100
Contra Costa	Caltrans	4	172F	Rt 4 West "Gap Closure" Phase I, Seg 2	16,667	5,000	11,667	0	0	0	0	5,000	10,145	0	0	0	1,522
Madera	Caltrans	233	5500	Chowchilla, widen Robertson Bl (loc \$150)	-596	-88	-508	0	0	0	0	-44	-474	-3	-41	0	-34
Madera	Chowchilla	loc	5500	Widen Robertson Bl (loc \$396)	350	0	350	0	0	0	0	0	350	0	0	0	0
Madera	Chowchilla	loc		Av 25, Rd 16-Airport, rehab (loc \$89)	78	0	78	0	0	0	0	0	78	0	0	0	0
Madera	Chowchilla	loc		Av 26, Rd 16 1/2-Rd 18 Ext, rehab (loc \$13)	188	0	188	0	0	0	0	0	188	0	0	0	0
Marin	Caltrans	101	342G	SB HOV Gap Closure	-18,020	-13,623	0	-4,397	0	0	0	-13,107	-4,397	0	-516	0	0
Marin	Caltrans	101	342G	Lucky Dr- N San Pedro, SB HOV	26,796	7,866	6,850	12,080	0	0	0	13,700	12,080	500	516	0	0
Mono	Mammoth Lakes	loc	2501	Old Mammoth Rd sidewalks	-3,624	-280	-1,837	-1,507	0	0	0	-734	-2,557	-30	-303	0	0
Mono	Mammoth Lakes	loc	2501	Old Mammoth Rd sidewalks	3,624	30	203	3,391	0	0	0	734	2,557	130	203	0	0
Mono	Mammoth Lakes	loc	2500	Old Mammoth Rd & Main St parking lots	-1,926	-1,594	-332	0	0	0	0	-1,160	-690	-10	-66	0	0
Mono	Mammoth Lakes	loc	2500	Old Mammoth Rd & Main St parking lots	1,926	10	1,916	0	0	0	0	1,160	690	30	46	0	0
Mono	Mammoth Lakes	loc	2502	Lake Mary Rd bike lane, sidewalk	-4,376	-125	-264	-1,925	-2,062	0	0	-3	-3,984	-50	-339	0	0
Mono	Mammoth Lakes	loc	2502	Lake Mary Rd bike lane, sidewalk	4,376	50	342	0	3,984	0	0	3	3,984	150	239	0	0
Santa Clara	MTC	loc	2168	CMAQ match reserve	0	-783	783	0	0	0	0	0	0	0	0	0	0
Santa Clara	Caltrans	880	556A	Old Bayshore-Montague, widen 4 to 6 Ins	-33,500	-879	0	-3,567	0	-29,054	0	0	-25,252	-879	-3,401	-166	-3,802
Santa Clara	Sta Clara Co	loc		Montague Expwy, R/W	4,500	0	4,500	0	0	0	0	1,000	0	100	3,400	0	0
Santa Clara	Caltrans	87	443M+	Guadalupe Pkwy HOV (incr)	7,000	0	0	0	0	7,000	0	0	7,000	0	0	0	0
Santa Clara	S B County	loc	4655	Goleta, Rt 101 at Los Cameros, SB on ramp	0	-141	141	0	0	0	0	0	0	0	0	0	0
Santa Barbara	Santa Barbara	loc	916	Outer State St Smart Corridor	0	-147	147	0	0	0	0	0	0	0	0	0	0
Santa Barbara	SB County	loc	223E	Santa Claus Lane Class I bikeway	0	-190	190	0	0	0	0	0	0	0	0	0	0
Santa Barbara	SB County	loc	223F	Jameson Ln widening, Olive Mill-Sheffield	0	-338	338	0	0	0	0	0	0	0	0	0	0
Santa Barbara	Santa Barbara	loc	223H	Coast Village Rd/Butterfly Ln roundabout	0	-9	9	0	0	0	0	0	0	0	0	0	0
Santa Barbara	S B County	loc		County rd overlay, rehab	8,703	0	3,302	2,733	2,668	0	0	0	7,966	35	702	0	0
Santa Barbara	Builton	loc		Street rehab, various locations	239	0	239	0	0	0	0	0	239	0	0	0	0
Santa Barbara	Carpenieria	loc		Street rehab, various locations	662	0	662	0	0	0	0	0	616	13	33	0	0
Santa Barbara	Guadalupe	loc		Pavement rehab	367	0	367	0	0	0	0	0	337	5	25	0	0
Santa Barbara	Lompoc	loc		Road rehab	1,268	0	1,268	0	0	0	0	0	1,268	0	0	0	0
Santa Barbara	Santa Barbara	loc		Street resurfacing	3,558	0	249	3,309	0	0	0	0	3,309	0	249	0	0
Santa Barbara	Santa Maria	loc		Pavement rehab	2,741	0	2,741	0	0	0	0	0	2,682	0	59	0	0
Santa Barbara	Solving	loc		Street rehab, various locations	676	0	676	0	0	0	0	0	676	0	0	0	0
Santa Barbara	SBCAG	919		Planning, programming, and monitoring	92	0	23	23	23	23	0	0	92	0	0	0	0
Shasta	Shasta County	loc	2079	Happy Valley Rd improvements, env	56	0	56	0	0	0	0	0	0	56	0	0	0
					5,158	-15,982	32,817	7,726	3,503	-31	-875	-9,424	39,214	-194	3,032	-443	-5,027
Notes																	